

W. M. Lewis
REPORTS

OF THE

SUPERINTENDENT AND TREASURER

Superintendent
OF THE

Western & Atlantic Railroad,

TO HIS EXCELLENCY,

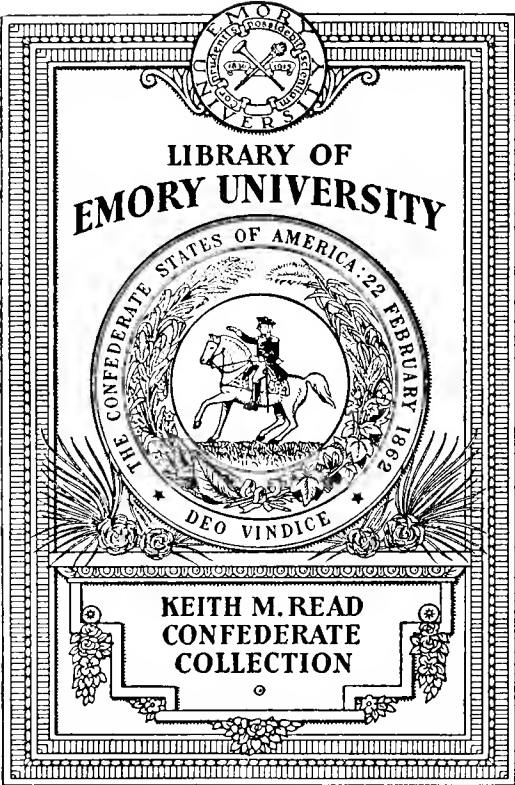
JOSEPH E. BROWN,
GOVERNOR,

SEPTEMBER 30, 1861.

ATLANTA., GA:

ATLANTA INTELLIGENCER BOOK & JOB OFFICE.

1861.



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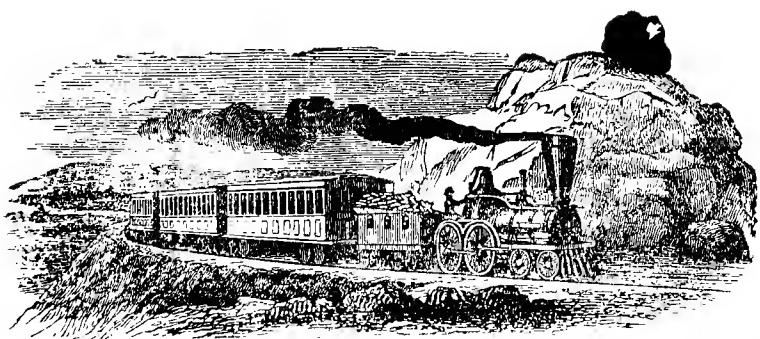
SEPTEMBER 30, 1861



ATLANTA., GA:

ATLANTA INTELLIGENCER BOOK & JOB OFFICE.

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SUPERINTENDENT'S REPORT.

OFFICE SUPT. W. & A. RAILROAD,
Atlanta, Ga., Oct. 1st, 1861. }

To His Excellency, JOSEPH E. BROWN :

SIR—Herewith, according to the requirement of Law, I submit to your Excellency a Statement of the workings of this Road, for the fiscal year ending 30th of September, 1861.

The Gross Income for this time has been, ..	\$892,436 96
Working expenses, including repairs on Depot Buildings, Right of Way, &c.,	345,394 63
Leaving, as Nett Profits.	547,041 73
Out of this there has been paid into the State Treas'y, \$ 438,000	
And for Right of Way, Depot Buildings and expenses of former Administration,	3,669 16
For Bonds redeemed, and Coupons.	23,500 00
And there is on hand now, as per Treasurer's Report,	63,091 30
The above amount of Working Expenses, includes the amount paid for new Railroad Iron, Spikes, &c., &c.,	\$ 32,469 01
There is also due from old U. S. Government for transportation of Mail	\$ 9,138 59
And from Confederate States for transportation.	12,592 38
And same, for transportation of Mail.	4,328 30

As the workings of one fiscal year, necessarily runs into the next, they cannot be other than *approximately* shown by each Annual Report; for instance, as will be seen by the accompanying "Financial Table." The balance due last year by connecting roads, was \$45,768 19; and this year 72,556 23. These balances are often difficult of adjustment on account of over and under charges on Bills of Lading over the different roads, and require much time to adjust them. I trust, at any rate, that the State will be satisfied with the exhibit, and especially so, as most of our freights have consisted of heavy freights from the West, most of which have been done at a low rate, while our trains have had, to a great extent, to go back West empty, as there have been but few goods to freight. And I may add that this has

been the case for the most of the time from the commencement of your Administration until now. I deem it unnecessary to make further comment, but submit it to the public.

It may not be amiss, that I should state, that during your Administration there has been forty-nine miles (over one-third of the length of the Road) of heavy new T. Rail laid down, worth, with labor of putting down cross ties, clamps and spikes, \$4,500 per mile (a low estimate) making the sum total of. \$220,050

There have been 12 very heavy arches, of fine mechanical construction, put up by Mr. Wm. G. Grambling, our Master Carpenter, in the inside of the high Bridge over the Chattahoochee river, worth, with the heavy additional iron put in, at least \$400 per arch; making. 4,800

Also, a new Bridge over Allatoona Creek, worth. 3,000

Work on the high Bridge, over Etowah River, in re-covering, additional heavy Irons, and other repairs. 2,000

New Howe Truss Bridge, over Pettit's Creek. 3,000

New Bridge over the rapid stream of Two Run, of heavy stone-work piers, with stringers fastened down to them, planned by Martin H. Dooley, the Road Supervisor, and, as I think, the cheapest and best Railroad Crossing, for small streams of rapid current, I have anywhere seen—worth. 2,000

A similar Bridge near Adairsville,. 1,200

A new Trestle Bridge over the Oothcaloga Creek,. 400

Also, 220 feet new Trestle Work at the approach of the Bridge over Oostanala River, with repairs on Bridge itself,. 1,800

New Depot at Tilton, and long siding the Passenger Depot at Chattanooga, cost about \$40,000, which was paid by this Road. But we have sold two of the four tracks, and have been, and will be remunerated \$20,000 of this, leaving paid for and owned by this road. 20,000

In addition to this, there have been large additional sidings, and additional transfer platform at Chattanooga, a siding built at Rogers, near half a mile long, Villages built on land bought at different points on line of road, on which are built over 40 comfortable Cottages, for track hands and their families, worth altogether, fully, with land. 6,000

Making an aggregate of. \$265,050

These figures are all, I think, very low. The Road-bed is in fine condition, and will so be found on examination; so is the principal part of the machinery, both Engines and Cars. I should, if called upon to fix a value on this great State work,

feel wholly incompetent to do it ; but would always be ready to give it, as my opinion, that the State should never part with it *at any price*.

With the men connected with the road, I part with regret ; the most of us have been co-laborers for a length of time, and have done a good deal of hard service ; and what of success has been the result of our joint labors is attributable much more to them than to me.

It is, I think due, that I should say something in this report, which closes my labor on this Road, in regard to our Engineers, or "runners." There are some of these who have been on the Road for a long time, and steady, competent sober-minded, faithful men. These, in my opinion, deserve and ought to receive, more pay than untried men. There are some itinerating runners for whom I have (to say the least of it) a feeling amounting to *horror*—incompatible, reckless, and devoid of the feeling of moral responsibility ; they are unfit to be put in charge of life and property. No road should give employment to Engineers (as runners) without a good recommendation, and then be put on *probationary* wages. Further than this, it would be good policy for all the Southern roads, to take in young men of good moral character, learn them, first, to be machinists, and then give them charge of Engines on the road—such a training would identify them with the road and its interests. Of the future of the road, I will only say, that the present prospect is very gloomy, as to its making much money ; Rail Road supplies are enormously high, and still advancing and difficult to get at all. Labor is high ; trade and commerce nearly destroyed by our political troubles, so that it would be expecting too much of the road to suppose that its income should even be kept at what it has been, or now is.

Respectfully submitted,

JOHN W LEWIS, Sup't.

The Gross Earnings from Sept. 30th, '60, to Sept. 30th, '61	\$892,436 39
The Working Expenses (see table)	\$339,858 47
The Repairs of Depot Buildings, &c	5,380 14
The amount paid for Right of Way	156 09
	\$245,394 66

Net profits from the business of the present year. \$547,041 73

Amount paid into the State Treasury \$438,000 00

There has been paid since Sept. 30th, 1860, indebtedness incurred under former Administrations:

For Expenses \$3,241 01

For Depot Buildings and Right of Way 428 15

For Bonds Redeemed, and Coupons 23,500 00—\$27,169 16

The above Amount of Working Expenses includes the amt paid for new Railroad, Iron, Spikes, &c \$32,469 01

EARNINGS OF THE WESTERN & ATLANTIC RAILROAD, FOR THE YEAR ENDING SEPTEMBER 30, 1861.

MONTHS.	From Freight.	From Passengers	From Mails.	From Miscellaneous.	Total.
OCTOBER, 1860	39,822 97	27,556 78	1,895 83	150 14	69,425 72
NOVEMBER, "	33,611 77	21,641 53	1,895 84	213 35	57,362 49
DECEMBER, "	38,196 40	22,968 87	1,895 83	464 29	63,525 39
JANUARY, 1861	44,179 10	21,587 24	1,895 83	288 35	67,950 52
FEBRUARY, "	58,956 01	15,284 17	1,895 84	1,390 85	77,526 87
MARCH, "	92,311 45	16,838 06	1,895 83	1,913 52	112,958 86
APRIL, "	71,879 42	18,611 68	1,895 83	176 21	92,554 14
MAY, "	47,438 87	31,520 66	1,895 84	148 00	81,003 37
JUNE, "	37,408 45	28,476 93	1,437 50	178 33	67,501 41
JULY, "	27,348 92	33,982 50	1,437 50	172 32	62,941 24
AUGUST, "	39,867 15	30,319 18	1,437 50	113 15	71,736 98
SEPTEMBER, "	38,994 22	23,845 63	1,437 50	3,672 05	67,949 40
TOTAL . . .	570,005 73	292,633 23	20,916 67	8,880 76	892,436 39

O. LYNCH,
BOOK-KEEPER.

TREASURER'S REPORT.

TREASURER'S OFFICE, W & A. R. R.,
ATLANTA, GA., OCTOBER, 1861.

HIS EXCELLENCY JOSEPH E. BROWN,
Milledgeville, Georgia.

Sir : Herewith I hand you a statement of receipts and disbursements of the Western & Atlantic Railroad, for the fiscal year, ending 30th September, 1861 :

RECEIPTS.

Balance on hand 30th September, 1861.	\$ 25,916 89
Received from Passengers.	288,097 51
“ “ Freights, other Roads and Miscellaneous.	1,260,218 12
“ “ Post Office Department, U. S.	11,324 03
“ “ “ “ “ C. S.	1,421 70
“ “ Southern Express Company	6,000 00
“ “ W. F. Bishop, former Ag't at Chattanooga.	6,163 33
	\$1,599,141 58

DISBURSEMENTS.

Paid Working Expenses—	
Prior Account.	\$ 3,241 01
Since “	329,858 43
Paid for Repairs, Buildings and Right of Way—	
Prior Account.	428 15
Since “	5,536 23
Paid Bonds of Road, due 1st January, 1861.	30,000 00
“ Coupons on same and out-standing Bonds.	3,500 00
“ Connecting Roads.	725,486 46
“ Capt. Jno. Jones, State Treasurer.	438,000 00
Balance on hand, 30th September, 1861.	63,091 30
	\$1,599,141 58

Respectfully submitted,
BEN MAY,
TREASURER.

FINANCIAL STATEMENT,

For the Fiscal Year, Ending September 30. 1861.

Cash in Treasurer's hand, Sept. 30th, 1860. . .	\$	25,916	89
Balance due by P. O. Dep't., (U. S.) . .		5,295	95
" " " Connecting Roads. . .		45,768	19
" " " Former Agents. . .		53,224	17
" " " Agents . . .		21,349	04
Bills Receivable (notes) . . .		3,654	83
Due Connecting Roads, Sept. 30, 1861 . .		18,855	89
Gross Earnings for the year, ending Sept. 30, '61		892,436	39
		<hr/>	
		\$1,066,501	35
<hr/>			
Paid Expenses from Sept. 30, '60 to Sept. 30, '61		343,099	44
" Repairs Buildings and Right Way . .		5,964	38
" Bonds Redeemed and Coupons. . .		23,500	00
" State Treasurer . . .		438,000	00
" Balance due Connecting Road, Sept. 30, '60.		28,855	89
Balance Due by former Agents, Sept. 30, 1861..		44,910	27
" " " Agents, " " " . . .		14,659	17
" " " Connecting Roads. . .		72,556	23
" " " Post Office Department (U. S.)		9,138	59
" " " " " " " " C. S. A..		4,328	30
Bills Receivable Notes on hand. . .		3,654	83
Balance due by Confederate States..		12,592	38
Amount to Balance former Agents account.		2,150	57
Cash in Treasurer's hands..		63,091	30
		<hr/>	
		\$1,066,501	35

TRANSPORTATION OFFICE, W & A. R. R.)
ATLANTA, GA., Oct. 1st. 1861. }

E. B. WALKER,

Master Transportation.

SHOWING EARNINGS FROM FREIGHTS

Received at each Station, and Delivered to Connecting Roads.

STATIONS.	1860.												1861.		TOTAL.
	Octob.	Nov.	Dec.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.			
Received at Atlanta.....	\$7,494 48	7,863 52	10,761 90	12,032 58	16,229 06	30,482 07	27,499 27	12,655 38	6,925 20	5,449 29	5,780 60	3,395 39	146,095 69		
" " Marietta.....	885 83	811 88	690 76	764 91	1,012 06	1,115 54	1,407 19	1,126 73	196 17	778 58	712 55	956 17	11,052 40		
" " Acworth.....	567 90	88 24	83 54	195 77	134 68	135 30	47 45	73 19	49 28	40 71	72 02	59 64	1,177 72		
" " Allatoona.....	69 24	23 84	61 02	63 49	42 41	35 68	113 61	39 53	85 72	151 04	113 88	101 50	920 96		
" " Etowah.....	125 85	529 55	876 50	361 75	721 46	1,753 91	1,753 91	473 50	136 99	584 74	1,083 16	1,094 51	8,486 75		
" " Cartersville.....	362 15	368 64	432 71	384 43	651 82	550 54	523 11	268 76	193 04	224 26	232 47	219 61	4,420 54		
" " Cass.....	108 13	100 69	65 60	98 04	101 85	168 49	87 46	76 41	20 56	45 94	46 55	59 61	979 53		
" " Kingston.....	174 42	142 36	141 16	184 57	182 88	472 12	892 67	136 03	56 66	144 10	46 64	67 09	2,141 27		
" " Adairsville.....	750 03	44 74	93 15	85 47	91 72	161 03	72 51	63 03	96 74	31 87	78 19	80 43	1,048 94		
" " Calhoun.....	283 13	181 84	293 13	286 12	119 96	362 71	164 72	191 65	85 49	134 09	110 38	54 51	2,403 73		
" " Resacca.....	62 41	65 26	58 17	31 89	34 38	35 78	24 65	27 93	28 47	12 60	20 91	20 40	423 65		
" " Tilton.....	91 84	53 63	50 21	52 50	30 82	20 27	10 10	32 79	19 99	11 74	7 30	12 75	363 49		
" " Dalton.....	446 68	258 56	390 70	184 33	181 86	538 11	818 52	184 96	203 99	173 75	212 96	363 80	3,451 37		
" " Tunnel Hill.....	140 71	91 48	115 63	95 83	128 96	159 16	59 69	76 25	55 89	51 64	40 54	72 35	1,128 13		
" " Ringgold.....	556 14	240 53	353 20	224 75	245 15	377 56	354 59	193 27	143 36	137 27	151 11	295 84	3,182 77		
" " Johnson.....	65 40	13 30	31 45	39 69	9 88	61 87	56 99	18 92	10 13	47 72	31 97	17 10	404 42		
" " Chickamauga.....	17 68	21 69	16 10	46 16	9 93	26 60	10 42	6 85	7 99	4 14	4 64	2 04	174 24		
" " Chattanooga.....	575 64	1,142 53	1,355 63	483 47	403 96	911 23	493 16	241 49	706 18	327 41	239 60	251 11	7,580 81		
Delivered to Adams Sou'n Ex.	500 00	500 00	500 00	500 00	500 00	500 00	500 00	500 00	500 00	500 00	500 00	500 00	6,000 00		
" " E. T. & G. R. R.	2,573 73	1,543 16	1,613 66	1,884 51	1,740 45	3,386 65	3,093 37	801 09	692 90	623 67	493 73	599 53	18,496 25		
" " N. & C. R. R.	1,140 48	823 35	486 23	904 63	703 02	907 91	591 75	817 78	593 42	471 71	1,538 62	1,422 62	10,201 01		
" " M. & C. R. R.	1,812 24	1,288 68	804 89	644 06	795 99	783 55	91 31	738 55	2,910 54	770 16	2,404 04	1,196 67	13,954 38		
" " A. & C. R. R.	2,660 42	1,549 63	1,443 55	773 95	796 38	953 25	722 36	1,694 76	2,867 83	593 00	1,255 76	2,739 64	17,885 54		
" " Georgia Railroad.	4,380 90	5,254 13	7,063 80	8,001 21	9,631 43	13,932 74	11,147 84	12,594 41	6,894 50	7,641 13	14,125 23	16,132 85	117,479 17		
" " E. & W. R. R.	6,801 00	6,203 09	6,442 75	9,820 29	14,257 67	25,636 20	16,612 69	9,494 32	9,775 52	4,549 66	5,144 70	3,161 83	117,839 65		
" " A. & W. P. R. R.	7,086 68	4,861 95	4,221 88	6,135 05	10,346 03	10,933 06	5,720 75	5,185 72	3,651 16	3,843 34	5,310 17	6,098 03	72,763 52		
TOTAL.....	30,822 97	33,611 77	88,196 40	44,179 10	58,956 01	92,311 45	71,870 42	47,498 87	37,408 45	27,348 92	39,867 15	38,994 22	570,005 73		

O. LYNCH, Book-Keeper.

EXPENSES

OF WORKING AND MAINTAINING THE ROAD,
FROM SEPT. 30, 1860, TO SEPT. 30, 1861.

ON ACCOUNT OF	For Prior Administ'n.	For Present Administ'n.	TOTAL.
TRANSPORTATION:			
For Stationery and Printing. . .		\$ 2,343 92	
" Loss and Damage.. . . .	\$ 1,560 31	1,571 67	
" Stock Killed.. . . .		4,376 00	
" Wages Train-hands, Watch- men and Laborers.		21,837 68	
" " Ag'ts, C'ks & Conduct's . . .	83 40	55,191 60	
" Mails.		374 45	
" Incidentals		1,187 91	
	\$ 1,643 71	\$ 86,883 23	\$88,526 94
MOTIVE POWER:			
For Water Stations.		\$ 46,99 15	
" Wood		26,793 79	
" Oil and Tallow.. . . .		5,795 94	
" Materials.		13,006 29	
" Wages Machinists, Engineers and Firemen		66,904 55	
		\$ 117,199 72	\$117,199 72
MAINTAINANCE OF WAY:			
For Wages Supervisors & laborers . . .		\$ 50,653 45	
" Tools		206 37	
" Repairs Bridges and Trestles. . .	\$ 40 00	1,552 74	
" Timber		11,736 97	
" New Rails, Spikes and Frogs. . .		32,469 01	
" Incidentals		540 01	
	\$ 40 00	\$ 97,158 55	\$ 97,198 55
MAINTAINANCE OF CARS:			
For Labor		\$ 15,464 88	
" Materials		10,890 53	
" Oil and Tallow.. . . .		5,540 12	
		\$ 31,895 53	\$ 31,895 53
GENERAL EXPENSE:			
For Salaries of Sup't, Treas'r, Au- ditor and Law Expense	\$ 1,557 30	\$ 6,721 40	\$ 8,278 70
Total.	\$ 3,211 01	\$ 339,858 43	\$343,099 44

EXPENSES

FOR DEPOT BUILDINGS, &C.,

From September 30th, 1860, to September 30th, 1861.

ON ACCOUNT OF	For Prior Adm'tion.	For Present Admin'tion.	TOTAL
DEPOT BUILDINGS:			
For Ag'ts Freight & Divis'n houses	\$ 378 15	\$ 5,252 64	
" Tanks, Wells and Wood-sheds		127 50	
	\$ 378 15	\$ 5,380 14	\$ 5,758 29
For Right of Way.. . . .	\$ 50 00	\$ 156 09	\$ 206 09
For Bonds redeemed and Coupons	\$23,500 00		\$ 23,500 00
Total	\$23,928 15	\$ 5,536 23	\$ 29,464 38
RECAPITULATION of Pay-			
ments made by Treasurer...			
For Working Expenses, &c.	\$ 3,241 01	\$ 339,858 43	
" Depot Buildings & Right Way	428 15	5,536 23	
" Bonds redeemed, and Coupons	23,500 00		
" Balance to other Roads. . . .		725,486 46	
To State Treasurer		438,000 00	
Total.	\$27,169 16	\$1,508,881 12	\$1,536,050 28

LOCOMOTIVE TABLE,

Giving the Names and Character of Engines; when put upon the Road; by whom Built; Use; Present Condition; Cost of Repairs; No. of Miles Run; with the No. of Miles run to Cord of Wood; Gals. of Oil, lbs. of Tallow and Waste; Cars hauled for the Year ending September 30, 1861.

NAMES OF ENGINES.			WHEE PUT UPON THE ROAD.			BY WHOM BUILT.			USE.			CHAR. OF ENGINES.			COST OF REPAIRS.			NO. OF MILES RUN TO			CAPS HAULED.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
												CYLINDERS.			DRIVERS.			NO. OF MILES RUN.			CORD OF WOOD.			GAL. OF OIL.			TAL. W. WASTE.			Loaded.			Empty.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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YONAH	Apr. 1840	Rogers, Ketchum & Grosvenor.	Freight.	12	15	4	5	In Good Order.	22 33	7,080	not kept	n. k.	n. k.	n. k.	not kept	n. k.	112 1/2	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2	225	245 1/2	150 1/2

GENERAL.....	Jan. 1856	Rogers, Ketchum & Grosvenor	Freight.	15	22	4	5	In Good Order.	142 67	3,712	32 1/2	282	40 1/2	464	251	249
CHEROKEE.....	Feb. 1856	M. W. Baldwin & Co.	"	15	24	4	5	Rebuilding.	145 64	3,496	26 1/2	140	24	1748	300	192
SENATOR.....	Apr 1 1856	Rogers, Ketchum & Grosvenor	"	15	22	4	5	In Good Order.	99 06	13,820	34	248	45 1/2	180 1/2	1070	482
CHIEFTAIN.....	"	"	"	15	22	4	5	"	208 25	13,344	32 1/2	220	45 1/2	205 1/2	1680	452
CHESTATTEE.....	"	"	"	15	24	4	5	Rebuilding.	148 10							
NICAJACK.....	May 1856	M. W. Baldwin & Co.	"	15	22	4	5	In Good Order.	690 62	15,658	27 1/2	152	88 1/2	50 1/2	257 1/2	1160
ENTERPRIZE.....	"	Danforth, Cooke & Co.	"	15	24	4	5	"	627 00	5,172	23 1/2	244 1/2	39	302	448	285
COMMERCE.....	Aug. 1856	Norris & Brothers.	"	15	24	4	5	"	346 78	13,794	35	194 1/2	43	155	1475	896
EXPRESS.....	"	"	"	15	24	4	5	"	194 07	23,046	59	262	50 1/2	183	827	1096
KENTUCKY.....	Oct. 1856	Danforth, Cooke & Co.	Passenger.	13 1/2	22	4	5	"	188 34	19,882	34 1/2	206 1/2	42	162 1/2	1937	991
TEXAS.....	"	"	Freight.	15	22	4	5	In Shop for repairs	79 20	21,654	33	303	56 1/2	169 1/2	1706	
DISPATCH.....	"	"	"	13 1/2	22	4	5	In Good Order.	562 84	14,342	52	265 1/2	70	190	557	
CHOCTAW.....	Nov. 1856	M. W. Baldwin & Co.	Passenger.	15	24	4	5	"	598 34	10,944	28	331	59 1/2	104 1/2	1445	578
CHICKASAW.....	"	"	Freight.	15	24	4	5	"	121 51	13,266	28 1/2	255	33 1/2	198	1457	684
EXCEL.....	Jan. 1857	"	"	15	24	4	5	Needing Repairs.	637 90	12,818	34 1/2	206 1/2	38 1/2	156 1/2	1573	697
COTOOSA.....	"	Rogers' Locomotive Works.	"	14	22	4	5	In Good Order.	1086 28	21,563	38 1/2	253	38 1/2	146 1/2	1486	840
SWITZURE.....	Feb. 1857	"	"	13 1/2	22	4	5	"	577 80	12,972	73 1/2	254 1/2	59 1/2	160 1/2	552	
CONNOSEEN.....	Mar 1857	"	Passenger.	14	22	4	5	"	924 06	19,800	34 1/2	260 1/2	34 1/2	194 1/2	1354	702
MISSOURI.....	"	"	Freight.	14	22	4	5	Needing Repairs.	352 19	23,572	35 1/2	220 1/2	35 1/2	138 1/2	1816	1007
R. C. JACKSON.....	Sep. 1860	Western & Atlantic Railroad.	"	13 1/2	22	4	4	In Good Order.	44 58	7,780	34	288	51	181	549	316

Repairs of Engines, \$16,883 75.

Miles Run by Engines, 599,105.

Cords of Wood used by Engines, 14,172.

JOHN H. FLYNN,

Master Mechanic Western & Atlantic Railroad.

T A B L E,

Showing the Principal Freight Shipped from each Station for the year ending September 30th, 1861.

Bals of C'n	Bush's Corn & Meal.	Bush's of Wheat & Rye.	Bush's of Rye & Oats.	Pon ds. of Butter & Lard & Tallow.	Pon ds. of Copper & per Ore.	Bls. of Whs ky.	P'ds of Fea- thers.	Pon ds of Lea- ther.	P'ds of Mar- ble.	Pounds of Bar Iron.	Pounds of Pig Iron.	Pon ds of Cast- ings.	Bbls of Flou'r	Scks of Flou'r	T'ns of Co'l	Dz's of Eggs.	Old Iron.	No. of Hogs & M's.	No. of Sheep.	Bales of Hay.	Coils of Rope.	B'ks. of Cln L'mbr.	Feet of Pape.		
Marietta	555	1074	1588		20409			13659	13982				569	2234			296		3				4063	25500	
Acworth	1049	3709	9296	335	1183					3654	690440	36146	4	590					1						
Alatoona	70	435	95										90	5712											
Etowah	48	1404	1091		278					1512946		33924	7341	533					10						
Cartersville	2789	10929	27576	30	21129				25488	1264	4046450	88984	63	533					3						
Cass	154	478	5926	157	12737	920						570		50											
Kingston	1607	1256	2639	121	36639	32631						770	79	547				112000	97	106				330234	
Adairsville	306	864	19388	1113	1779			2946						462						25	24			500	
Calhoun	307	2073	13711	2201	32088		11				111995			234			287		7	66					
Resacca	35	11284	2979	704	8779									439			1709								
Tifton	3	2833	223		4269									3										9-0 12	
Dalton	260	2396	5031	1084	43315			161	4022			24497		292			1030		315	412					
Tunnel Hill	320	11014	2442	1105	16944		9							12			10614			250					
Ringgold	10	47632	17629	5305	61341		52							2116					448	950			170		
Johnson		6820	1145											323											
Chickamauga	245	14182	406	620	1070163									2			25								
Chatanooga		122173	3075	3929		189	2563	31603					550	642				4040	9329	821	230				
Rome R.R.																									
K.T. & G.R.R.	11295	23744	32520	8217	4185457			316	26144		150000		2073	10303			10910		562	6116	7439				
N. & G.R.R.																									
M. & G.R.R.	4717	1572257	219674	53132	22370147	884	10473	20706	296343				79942	6031	10992			156000	1558	5324	3958	15205			
Total	23370	1915758	368761	1102503	69374	29290010	884	11044	61621	348573	42465	1517864	5028015	184291	38935	43036	12163	24571	298000	8834	22358	12552	15435	4238	435327
																								504053	

NOTE.—All Freight Shipped from N. & C. R. R. and M. & C. R. R. is Transshipped at Chattanooga by Chattanooga Agent, and Freight from E. T. & G. R. R. is Transshipped at Dalton by Dalton Agent.

O. LYNCH, BOOK-KEEPER.



